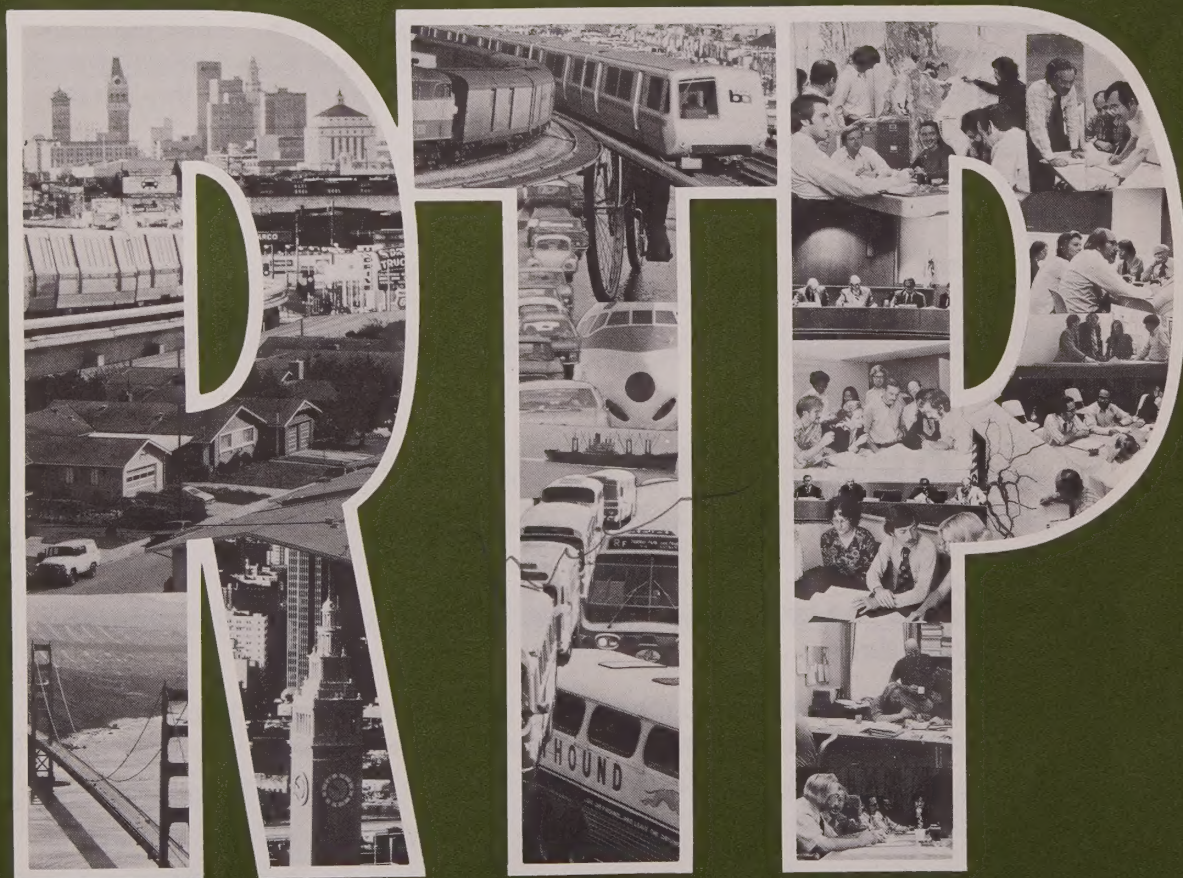
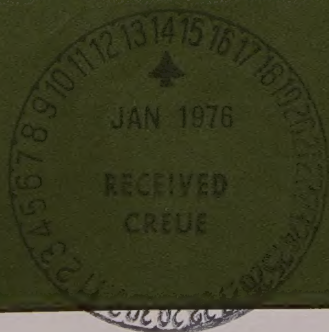


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REGIONAL TRANSPORTATION PLAN



METROPOLITAN TRANSPORTATION COMMISSION SUMMARY AND MAPS



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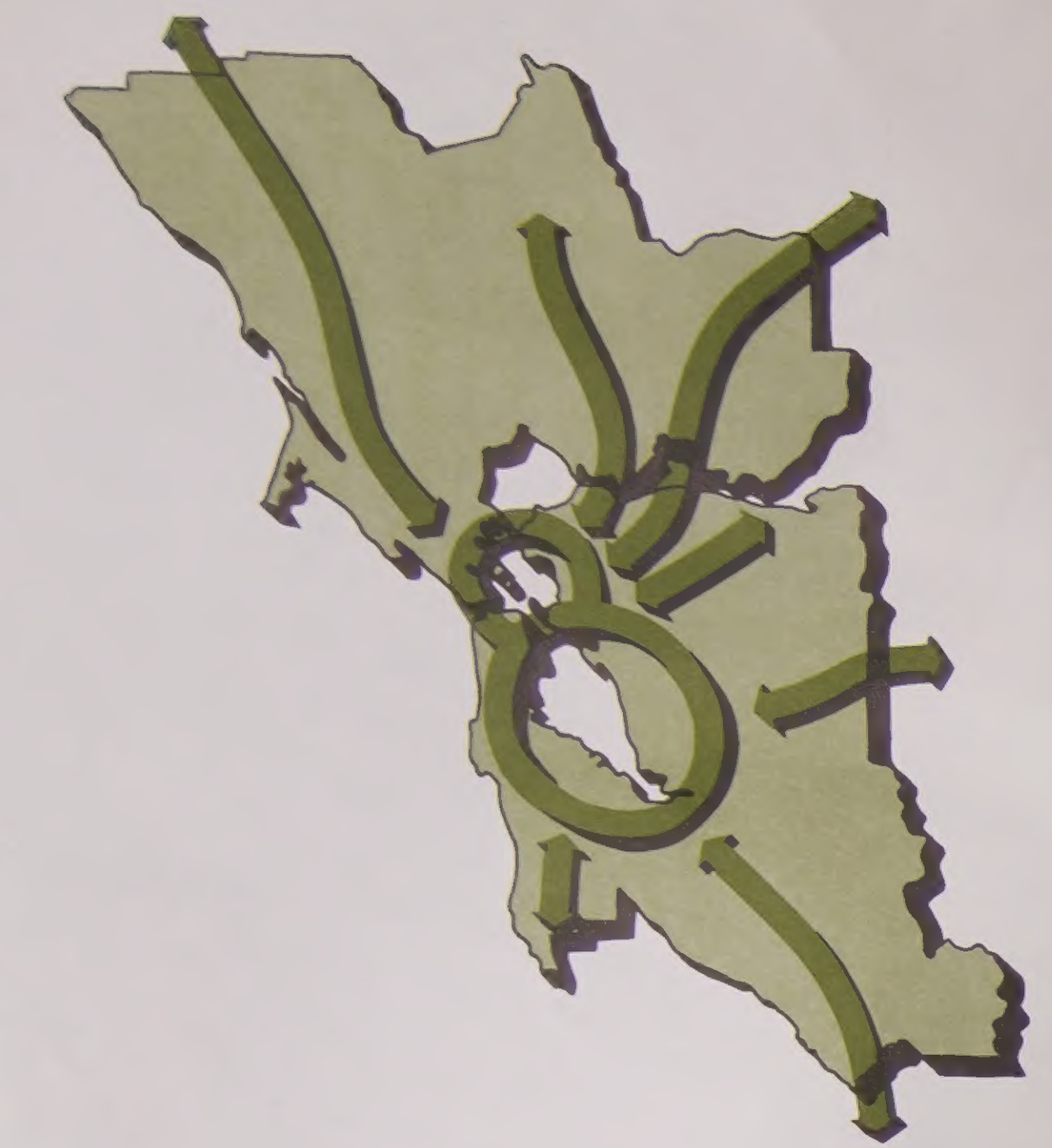
TRANSPORTATION - LAND USE CORRIDORS





METROPOLITAN TRANSPORTATION COMMISSION

Commissioners	Representing
JOHN C. BECKETT	Santa Clara County
JOSEPH P. BORT	Alameda County
JOHN D. CROWLEY	San Francisco Mayor
TERRY CURTOLA, JR.	Solano County
JOHN E. DEARMAN	San Francisco Board of Supervisors
DONALD F. DILLON	Cities of Alameda County
A. W. GATOV	Marin County
LOUISE P. GIERSCHE	Association of Bay Area Governments
F. E. HAWLEY	U. S. Department of Transportation and Federal Highway Department
JOSEPH C. HOUGHTELING	San Francisco Bay Conservation and Development Commission
JAMES P. KENNY	Contra Costa County
WILLIAM R. LAWSON	Cities of San Mateo County
PETER B. LEWIS	Cities of Santa Clara County
WILLIAM R. LUCIUS	Sonoma County
EARL L. MacINTYRE	Cities of Contra Costa County
HOWARD C. ULLRICH	California State Business and Transportation Agency
WILLIAM H. ROYER	San Mateo County
GRETA ERICSON	Napa County
(vacant)	U. S. Department of Housing and Urban Development
PAUL C. WATT	Executive Director



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The Regional Approach

Transportation decisions influence where people live, where they work, where commercial centers and recreation facilities locate, and the distribution and flow of goods for our day to day living.

It is little wonder that when the California Legislature looked at the Bay Area's nine counties, 92 cities and several major transit operators, freeway and road systems, and the several ports and airports, it saw a need for a coordinated approach to the development of the area's transportation systems. This coordinated approach is necessary in order to deal effectively with the important transportation needs of the Bay Area.

Some of these needs are obvious: Getting people to work without the frustration of bumper-to-bumper freeway driving. Keeping through traffic out of residential neighborhoods. Improving the quality and frequency of public transit. Stabilizing transit costs. Combating pollution. Meeting the special needs of the poor, the young, the elderly, and the handicapped.

Other needs are less obvious: Developing transportation technologies that conserve our limited supply of energy. Using transportation to encourage the growth of the region's economy and to help renew the vitality of our downtown centers. Making transportation decisions that preserve open space and prevent careless development.

The Goals of Regional Transportation Planning

The intent of a regional approach is to:

- Coordinate transportation with planned regional development
- Preserve the environment
- Provide for social and economic opportunity

A major goal is to develop the funding to provide transit which will prevent traffic congestion, pollution, and gas shortages from diminishing the quality of life in the Bay Area.

The Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) serves as a guide for the transportation development of the region. The RTP is a living document — not a first edition to be put on the shelf and gather dust. Rather, it will continue to evolve to reflect the changing Bay Area. In keeping with the law creating MTC, the RTP is revised annually.

The Regional Transportation Plan is organized in six sections. The first states the Commission's goals very broadly: coordinated planning for land use and transportation; preserving the quality of the environment; improving economic opportunity for all social groups; developing a safe, efficient and balanced transportation system.

More specific objectives and detailed policies, which guide the MTC staff as it conducts studies and advises the Commission, are in Section II.

The elements of the regional transportation system are defined in the third section of the RTP. They are presented corridor by corridor. Where there is a need for new facilities, but little agreement over the size or kind necessary, the RTP suggests options that should be considered. Proposals to reduce congestion and improve transit without new construction or large investments are presented also. These choices are closely related to decisions — many of which yet have to be made — about the use of land in the vicinity of the proposed transportation improvements. The heart of the Plan is Section IV — the Transportation Development Program and Financial Plan. It ties the planning and the doing together by spelling out spending priorities for transportation improvements.

The last two sections of the RTP contain proposed programs to raise money needed for transportation improvements and Commission procedures for annually reviewing and revising the RTP.

Under recent legislation an overall transportation plan for the state is being prepared for the State Transportation Board. The MTC Regional Transportation Plan will become the Bay Area component of the statewide plan.

Regional Transportation Objectives

Objectives are the connection between broad goals and the planning to get things done.

They provide a framework for measuring the usefulness and importance of various proposals with respect to the overall goals.

Objectives often conflict. When that occurs, one objective may be sacrificed to achieve another. There are no clear-cut answers to all our regional problems.

Generally speaking, objectives recognize that transportation must do more than meet travel demand. Transportation must be used to achieve overall regional and community goals for a "better life" for all of us.

The Plan recognizes that there must be a balance in all modes of transportation to achieve the regional goals. For many years, heavy emphasis has been put on development of facilities for the automobile. This has resulted in extreme mobility for most of us, immobility for some, and auto congestion and too little transit in our urban cores.

The RTP aims at changing this by putting the emphasis on "transit first", which, together with the road system, will make possible mobility for all while significantly reducing automobile congestion.

The objectives summarized below express in broad terms the guidelines for transportation development for our region.

- All modes of transportation should be planned and operated on a coordinated basis.
- Transportation programs should be designed to reduce dependence on the private automobile.
- More efficient use of existing facilities should be explored before new construction is undertaken.
- Transportation development programs should reinforce comprehensive planning designed to guide population growth, economic development, and the preservation and enhancement of the environment.
- Transportation programs should contribute to energy conservation.
- Transportation systems should maximize public safety while serving all social groups, with special attention to the needs of the disadvantaged.
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During the next ten years we can expect to see the purchase of hundreds of new buses by both large and small transit operators; we can expect to see development of trunk bus transit extensions of BART, improved local feeder service and expansion of some existing parking lots; complete modernization of the S. F. Municipal Railway system; the completion of at least one major rail transit extension; major improvement in both quality and extent of local transit service; introduction of new ferries on the Bay; extended transit service to recreational areas, and greatly improved transit services for those of us with special needs.

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Improving Operations

There are numerous operational improvements encouraged by MTC policy actions, though not shown on the Plan, which will make what we have work better. These are incorporated into the improvement programs of the various transportation operating agencies in the region. Such things as exclusive bus-lanes on streets and highways, freeway ramp metering, coordination of transit scheduling and fares, better dissemination of transit information, and carpooling, are but a few of the proposals under development or active consideration.

Getting The Job Done

The Metropolitan Transportation Commission is the area-wide planning agency with the responsibility to provide leadership for the transit and highway agencies to implement the Regional Transportation Plan.

Three ingredients are necessary to get this job done.

- One is continued planning and the review of specific projects to insure each is in agreement with the RTP.
- The second is continuing cooperation among the citizens, jurisdictions, and agencies in the region.
- The last and most urgent is finding the money to implement the Plan.

In addition to providing MTC with the authority to review major transportation projects in the region, the Legislature empowered it to review the applications of the region's transit operators, counties, and other eligible applicants for a share of the funds provided by the Transportation Development Act (TDA).

This is to insure that resources are allocated to meet needs and Plan priorities determined on a regional basis. In 1974, the region's TDA funds amounted to nearly \$40 million, bringing the three year total to over \$100 million.

Although the Commission can veto projects or reject TDA claims, in practice, it is cooperation and sound planning that results in cooperative efforts to get the job done.

When a project or program is proposed for implementation, it is examined for conformance with MTC policies and objectives. This process includes extensive citizen participation to provide an opportunity for a special planning partnership with the citizens of the region. The Commission meets with interested groups about their transportation concerns and holds meetings throughout the region to solicit ideas on projects and programs. Citizens are encouraged to attend MTC meetings and to express themselves on transportation matters.

A newly organized Minority Citizens Advisory Committee will help the Commission identify the special needs of the region's minority communities. Programs are also underway to assist the Commission in meeting the needs of the elderly and handicapped citizens in the region.

Comprehensive Planning

Transportation decisions can have a major impact on the pace and patterns of land development. Therefore, MTC works closely with the Association of Bay Area Governments (ABAG), the Bay Area's regional comprehensive planning agency. ABAG works with local governments and proposes regional policies for housing, economic development and open-space conservation. A joint ABAG/MTC Policy Committee helps the two agencies work together to minimize the effects of sprawling and careless development, and to work toward a healthy balance of jobs, housing and services in the city centers of the region. Part of this work involves using the ABAG plan to develop important travel information for each corridor.

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The tie between planning and action — the transportation development program and financial plan — is the heart of the planning process. This is where regional spending priorities are spelled out. The Financial Plan proposes spending \$1.9 billion over the next 10 years to improve and maintain the state highway system — this rate represents, effectively, a substantial reduction from the rate of highway spending in the previous 10 years. It then proposes spending \$5.6 billion — nearly three times as much — to extend and operate public transit. This includes over one-half billion dollars in debt service tax bonds already outstanding.

Alternative methods of paying for transportation and improving the performance of the existing transportation system are also discussed. One possibility would be a new one cent sales tax for transit — a tax that would be introduced in quarter cent steps by each County's Board of Supervisors. Another possibility would be to make bridge tolls and state gas tax funds available for transit.

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The transportation plan for the San Francisco Bay region includes a number of action programs designed to improve the operations of the existing system, reduce auto travel, provide cleaner air, and conserve energy.

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The region's air quality must be improved. The Transportation Control Plan (TCP) will help to do it. The TCP calls for more carpooling and an accelerated program of transit improvement. These will begin to offer people a desirable alternative to the auto. The TCP does not propose stringent or involuntary controls before better transit is available. Although it will fall short of meeting federal air quality standards in the time given, the measures in the TCP will preserve air quality over the next three years while the region develops a long range strategy for reducing pollution.

Coordination of Transit Service

Transit users should be able to move easily from one service to another. A Transit Association, consisting of the area's transit operators, has been formed to improve the coordination of services and to promote cooperation in the search for solutions to joint problems. The Association can help in the search for sources of revenue to finance improvements, can help save funds through cooperative promotion, rider information, and maintenance efforts, and can strengthen their services by creating a uniform fare and transfer system for the region.

Traffic Management

The traffic management action program is designed to increase the efficiency and carrying capacity of existing highway facilities to help traffic flow more smoothly and reduce the need for new construction. Measures such as exclusive bus and carpool lanes and ramp metering — the signal control system used on the Bay Bridge and near San Jose — may help relieve pressures to build new facilities.

Other action programs will be proposed as we work to develop coordinated planning for airports, seaports, and the related movement of freight in the region.

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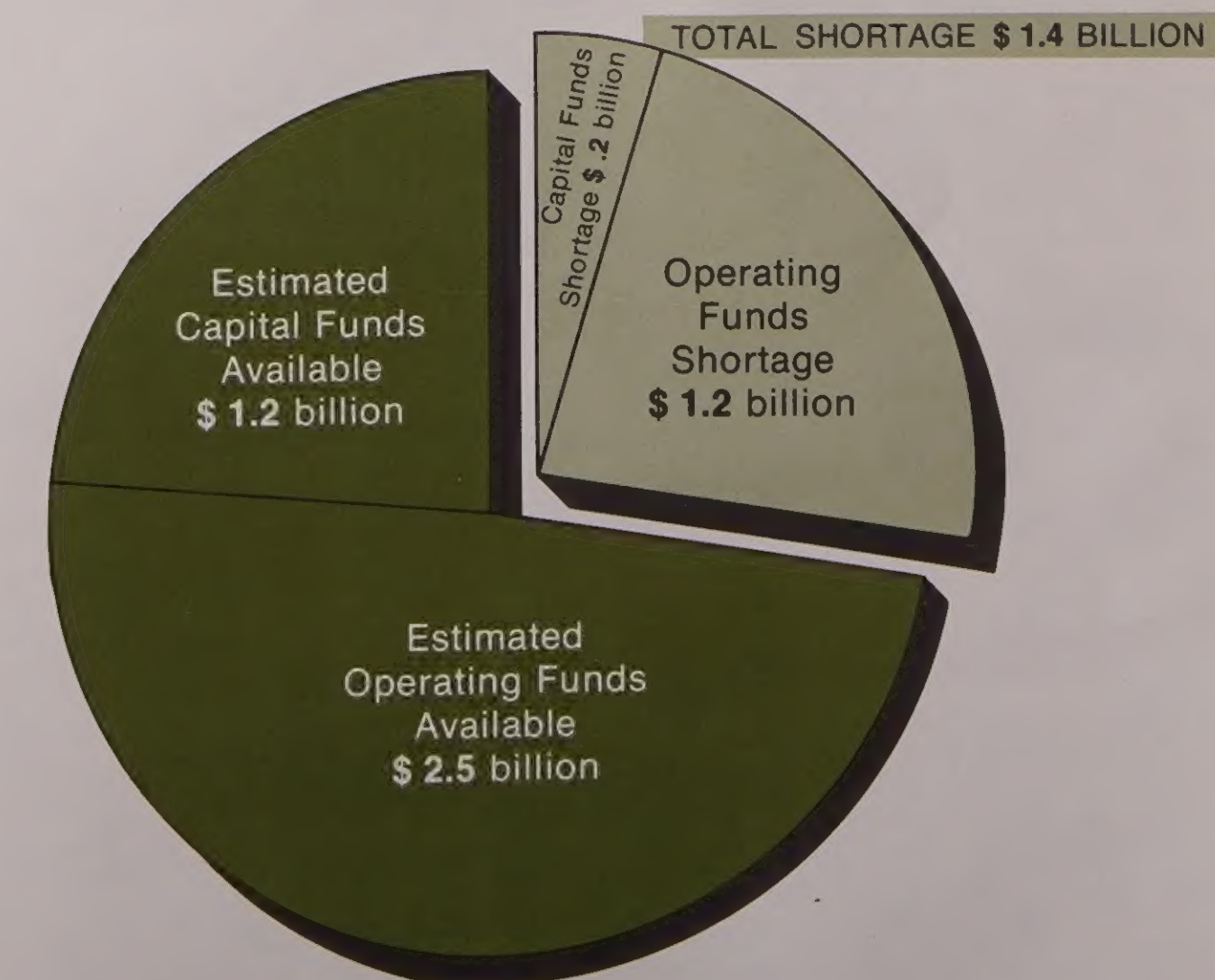
The greatest challenge to transportation is finding the money to pay for the transportation improvements we desire. This is true for both transit and highways. By the middle of the next decade, it seems likely that ALL currently available transportation funds will be needed just to pay for the maintenance and operation of the system we have.

Unless new sources of revenue are developed, there will be little money for new highways, transit extensions, or buses. All of the funds currently available for transportation will be needed to repair and repave streets, maintain buses and rail equipment, and pay for labor, fuel, and power. The cost squeeze is already preventing the region from buying necessary buses and other equipment and building necessary highways.

The money can only come from a public dedicated to supporting better transportation in the same way it is committed to financing other important public programs such as education, fire and police protection, waste disposal, parks and other community services.

Part of MTC's job is to work with both the Legislature and the public to promote an understanding of the urgency and magnitude of the financial problem.

The financial crisis for public transit is here. It is the Commission's foremost concern. Not only in the Bay Area but across the nation, the cost of operating public transportation is rising faster than the revenues from fares.



TEN-YEAR TRANSIT IMPROVEMENT PROGRAM
\$5.1 BILLION

Some fare increases can offset part of transit's costs, but large fare increases only succeed in driving passengers away. Large fare increases penalize people with low and fixed incomes — those who have no alternative. They discourage drivers from switching to transit at a time when we are trying to conserve fuels, improve the environment, and reduce auto congestion. Good transit service will reduce our dependence on the auto and help people save money they now spend on their cars for gas, insurance, repairs, payments, and depreciation.

The willingness of many communities in the region to spend local taxes to provide and improve transit is a clear statement of their desire for service. This attitude must be reinforced. The need is urgent. This is especially true if we want to meet the goals of more frequent service and new equipment, smoother transfers and connections, and perhaps a rapid transit system circling the Bay to provide the backbone of a regional system connecting the major cities.

Public transit is presently facing a money crisis that discourages needed improvements. The RTP calls for a 10-year improvement program exceeding \$5 billion, yet the financial problem is so severe that it can be projected with certainty that not one of the Region's major transit agencies will be able to provide present levels of service for the next five years unless new funding is provided.

Some money is needed for capital improvements, but the biggest need is for money to pay for operations.

The Search For Solutions

We are carefully searching for revenues that are fair, effective, and acceptable ways of fulfilling regional needs.

Some of the more promising ones are:

Toll Bridge Revenues: MTC has proposed legislation which would make possible the use of surplus toll revenues for a variety of transportation improvements. The proposal includes the authority to set the tolls and allocate revenues not needed for bridge operations and maintenance.

Fuel Tax: Almost 30 other states collect more cents per gallon than California. An increase of two cents a gallon initially, with an additional one cent a gallon per year for the next ten years, would help support a complementary transit and highway program.

Motor Vehicle Fees: Portions of existing or new motor vehicle fees could be made available to transit. The basis upon which fees are charged could reflect the fuel efficiency, the vehicle weight, horsepower, cubic displacement of the engine, or similar things, which can be easily and fairly administered. This would encourage the use of smaller and more efficient automobiles and would support transit, lessen energy consumption and decrease pollution.

Regional Parking Fees: A fee on parking would produce revenues for transit while providing a financial incentive for drivers to use transit.

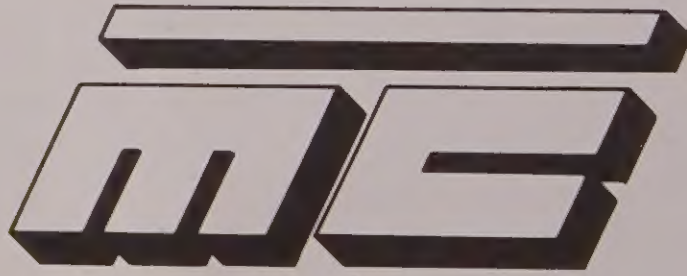
Sales Tax: Sales taxes have been used to finance transit in the Bay Area. The Legislature could authorize each county to levy an additional one cent sales tax for transit. It could be implemented by yearly quarter cent steps up to a total of one full cent.

The State of California should be more active in financing transit on a continuing basis. Many legislators already recognize this. Other states, such as Massachusetts, Wisconsin, Michigan, New York, Maryland, Illinois and Oregon financially support transit in a variety of ways.

Other ideas are being examined. But, it is clear that there is no golden goose. You will have to help design a financial system that will pay for getting the job done.

The keynote of the Regional Transportation Plan is a commitment to better transportation and a steady transition from over-dependence on the automobile. It will take a strong partnership between the residents of the region, local governments, operating agencies, the Legislature and state agencies, and the national government to make this change.

As we implement the Plan we will continue to face difficult choices between mobility, economic development, environmental quality, and social well-being. We will have to balance local and regional needs and judge the mix of highway and transit facilities best suited to each transportation corridor in the Bay Area. This will involve carefully planning the use of the money the region is willing to invest in better transportation. The Regional Transportation Plan provides a framework to guide this give and take process.



What's MTC

Better transportation for the Bay Area through effective planning and coordinated development was the goal given the Metropolitan Transportation Commission in 1970.

MTC is a working Commission. Its members initiate transportation study programs, review proposals and grant applications from others, and work on a continuing basis to keep the RTP responsive to the region's needs.

The Commissioners guide and direct the work of MTC's staff through seven subcommittees. They include: the Executive Committee, the Work Program Committee, the Finance Committee, the Grant Review and Allocations Committee, the Public Information and Legislative Affairs Committee, the Personnel Committee and the ABAG/MTC Joint Policy Committee. The full Commission meets at least once a month to act on recommendations of its subcommittees.

Until MTC was created, planning for highways, transit, airports, and seaports was conducted separately. For a brief period in the 1960's, the Bay Area Transportation Study Commission and the Regional Transportation Planning Committee did transportation planning. These efforts helped to show the need for a permanent and coordinated approach to transportation planning for the region. MTC was the Legislature's response to this need.

The Commission believes that the regional interest in transportation extends to those matters that are critical to accomplishing regional transportation objectives. It does not intend to interfere in local, statewide, or national concerns, except as they relate to the region.

The Commission consists of 16 voting members and three non-voting members. Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties are each represented by two commissioners. Marin, Napa, Solano, and Sonoma Counties are each represented by a single commissioner. MTC commissioners are appointed by the cities and boards of supervisors within each county.

The Commission also includes voting members who represent the region's land-use planning organizations, the Association of Bay Area Governments, and the Bay Conservation and Development Commission. The California Department of Transportation (Caltrans) and the federal Department of Transportation (DOT) and Housing and Urban Development (HUD) are represented by non-voting members. The planning activities of the Commission are conducted by a staff headed by an Executive Director.

The Commissioners represent MTC on transit study policy boards, the Transbay Terminal Authority and on committees planning for airport and seaport development and regional land use. Other committees advise the Commission on a variety of matters affecting transportation development in the Bay Area. These include the Transit Association, the Traffic Coordinating Council, and the Minority Citizens Advisory Committee.

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- trunk transportation — transit and/or highways through major corridors of our region;
- local ground transportation throughout the region to provide local access and connection to the regional system;
- air transportation and terminals balanced to the needs of the region; and
- systems of bikeways and hiking trails allowing maximum mobility to all the citizens of the Bay Region.

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A newly organized Minority Citizens Advisory Committee will help the Commission identify the special needs of the region's minority communities. Programs are also underway to assist the Commission in meeting the needs of the elderly and handicapped citizens in the region.

Comprehensive Planning

Transportation decisions can have a major impact on the pace and patterns of land development. Therefore, MTC works closely with the Association of Bay Area Governments (ABAG), the Bay Area's regional comprehensive planning agency. ABAG works with local governments and proposes regional policies for housing, economic development and open-space conservation. A joint ABAG/MTC Policy Committee helps the two agencies work together to minimize the effects of sprawling and careless development, and to work toward a healthy balance of jobs, housing and services in the city centers of the region. Part of this work involves using the ABAG plan to develop important travel information for each corridor.

The Financial Plan

The tie between planning and action — the transportation development program and financial plan — is the heart of the planning process. This is where regional spending priorities are spelled out. The Financial Plan proposes spending \$1.9 billion over the next 10 years to improve and maintain the state highway system — this rate represents, effectively, a substantial reduction from the rate of highway spending in the previous 10 years. It then proposes spending \$5.6 billion — nearly three times as much — to extend and operate public transit. This includes over one-half billion dollars in debt service tax bonds already outstanding.

Alternative methods of paying for transportation and improving the performance of the existing transportation system are also discussed. One possibility would be a new one cent sales tax for transit — a tax that would be introduced in quarter cent steps by each County's Board of Supervisors. Another possibility would be to make bridge tolls and state gas tax funds available for transit.

Action Programs

The transportation plan for the San Francisco Bay region includes a number of action programs designed to improve the operations of the existing system, reduce auto travel, provide cleaner air, and conserve energy.

Transportation Control Plan

The region's air quality must be improved. The Transportation Control Plan (TCP) will help to do it. The TCP calls for more carpooling and an accelerated program of transit improvement. These will begin to offer people a desirable alternative to the auto. The TCP does not propose stringent or involuntary controls before better transit is available. Although it will fall short of meeting federal air quality standards in the time given, the measures in the TCP will preserve air quality over the next three years while the region develops a long range strategy for reducing pollution.

Coordination of Transit Service

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Other action programs will be proposed as we work to develop coordinated planning for airports, seaports, and the related movement of freight in the region.

The Challenge: Financing Better Transportation

The greatest challenge to transportation is finding the money to pay for the transportation improvements we desire. This is true for both transit and highways. By the middle of the next decade, it seems likely that ALL currently available transportation funds will be needed just to pay for the maintenance and operation of the system we have.

Unless new sources of revenue are developed, there will be little money for new highways, transit extensions, or buses. All of the funds currently available for transportation will be needed to repair and repave streets, maintain buses

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Some fare increases can offset part of transit's costs, but large fare increases only succeed in driving passengers away. Large fare increases penalize people with low and fixed incomes — those who have no alternative. They discourage drivers from switching to transit at a time when we are trying to conserve fuels, improve the environment, and reduce auto congestion. Good transit service will reduce our dependence on the auto and help people save money they now spend on their cars for gas, insurance, repairs, payments, and depreciation.

The willingness of many communities in the region to spend local taxes to provide and improve transit is a clear statement of their desire for service. This attitude must be reinforced. The need is urgent. This is especially true if we want to meet the goals of more frequent service and new equipment, smoother transfers and connections, and perhaps a rapid transit system circling the Bay to provide the backbone of a regional system connecting the major cities.

Public transit is presently facing a money crisis that discourages needed improvements. The RTP calls for a 10-year improvement program exceeding \$5 billion, yet the financial problem is so severe that it can be projected with certainty that not one of the Region's major transit agencies will be able to provide present levels of service for the next five years unless new funding is provided.

Some money is needed for capital improvements, but the *biggest need is for money to pay for operations.*

The Search For Solutions

We are carefully searching for revenues that are fair, effective, and acceptable ways of fulfilling regional needs.

Some of the more promising ones are:

Toll Bridge Revenues: MTC has proposed legislation which would make possible the use of surplus toll revenues for a variety of transportation improvements. The proposal includes the authority to set the tolls and allocate revenues not needed for bridge operations and maintenance.

Fuel Tax: Almost 30 other states collect more cents per gallon than California. An increase of two cents a gallon initially, with an additional one cent a gallon per year for the next ten years, would help support a complementary transit and highway program.

Motor Vehicle Fees: Portions of existing or new motor vehicle fees could be made available to transit. The basis upon which fees are charged could reflect the fuel efficiency, the vehicle weight, horsepower, cubic displacement of the engine, or similar things, which can be easily and fairly administered. *This would encourage the use of smaller and more efficient automobiles and would support transit, lessen energy consumption and decrease pollution.*

Regional Parking Fees: A fee on parking would produce revenues for transit while providing a financial incentive for drivers to use transit.

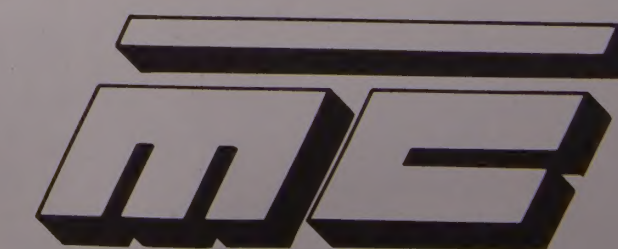
Sales Tax: Sales taxes have been used to finance transit in the Bay Area. The Legislature could authorize each county to levy an additional one cent sales tax for transit. It could be implemented by yearly quarter cent steps up to a total of one full cent.

The State of California should be more active in financing transit on a continuing basis. Many legislators already recognize this. Other states, such as Massachusetts, Wisconsin, Michigan, New York, Maryland, Illinois and Oregon financially support transit in a variety of ways.

Other ideas are being examined. *But*, it is clear that there is no golden goose. You will have to help design a financial system that will pay for getting the job done.

The keynote of the Regional Transportation Plan is a commitment to better transportation and a steady transition from over-dependence on the automobile. It will take a strong partnership between the residents of the region, local governments, operating agencies, the Legislature and state agencies, and the national government to make this change.

As we implement the Plan we will continue to face difficult choices between mobility, economic development, environmental quality, and social well-being. We will have to balance local and regional needs and judge the mix of highway and transit facilities best suited to each transportation corridor in the Bay Area. This will involve carefully planning the use of the money the region is willing to invest in better transportation. The Regional Transportation Plan provides a framework to guide this give and take process.



What's MTC

the distribution and flow of goods for our day to day living.

It is little wonder that when the California Legislature looked at the Bay Area's nine counties, 92 cities and several major transit operators, freeway and road systems, and the several ports and airports, it saw a need for a coordinated approach to the development of the area's transportation systems. This coordinated approach is necessary in order to deal effectively with the important transportation needs of the Bay Area.

Some of these needs are obvious: Getting people to work without the frustration of bumper-to-bumper freeway driving. Keeping through traffic out of residential neighborhoods. Improving the quality and frequency of public transit. Stabilizing transit costs. Combating pollution. Meeting the special needs of the poor, the young, the elderly, and the handicapped.

Other needs are less obvious: Developing transportation technologies that conserve our limited supply of energy. Using transportation to encourage the growth of the region's economy and to help renew the vitality of our downtown centers. Making transportation decisions that preserve open space and prevent careless development.

The Goals of Regional Transportation Planning

The intent of a regional approach is to:

- Coordinate transportation with planned regional development
- Preserve the environment
- Provide for social and economic opportunity

A major goal is to develop the funding to provide transit which will prevent traffic congestion, pollution, and gas shortages from diminishing the quality of life in the Bay Area.

The Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) serves as a guide for the transportation development of the region. The RTP is a living document — not a first edition to be put on the shelf and gather dust. Rather, it will continue to evolve to reflect the changing Bay Area. In keeping with the law creating MTC, the RTP is revised annually.

The Regional Transportation Plan is organized in six sections. The first states the Commission's goals very broadly: coordinated planning for land use and transportation; preserving the quality of the environment; improving economic opportunity for all social groups; developing a safe, efficient and balanced transportation system.

More specific objectives and detailed policies, which guide the MTC staff as it conducts studies and advises the Commission, are in Section II.

The elements of the regional transportation system are defined in the third section of the RTP. They are presented corridor by corridor. Where there is a need for new facilities, but little agreement over the size or kind necessary, the RTP suggests options that should be considered. Proposals to reduce congestion and improve transit without new construction or large investments are presented also. These choices are closely related to decisions — many of which yet have to be made — about the use of land in the vicinity of the proposed transportation improvements. The heart of the Plan is Section IV — the Transportation Development Program and Financial Plan. It ties the planning and the doing together by spelling out spending priorities for transportation improvements.

The last two sections of the RTP contain proposed programs to raise money needed for transportation improvements and Commission procedures for annually reviewing and revising the RTP.

Under recent legislation an overall transportation plan for the state is being prepared for the State Transportation Board. The MTC Regional Transportation Plan will become the Bay Area component of the statewide plan.

Regional Transportation Objectives

Objectives are the connection between broad goals and the planning to get things done.

They provide a framework for measuring the usefulness and importance of various proposals with respect to the overall goals.

Objectives often conflict. When that occurs, one objective may be sacrificed to achieve another. There are no clear-cut answers to all our regional problems.

Generally speaking, objectives recognize that transportation must do more than meet travel demand. Transportation must be used to achieve overall regional and community goals for a "better life" for all of us.

The Plan recognizes that there must be a balance in all modes of transportation to achieve the regional goals. For many years, heavy emphasis has been put on development of facilities for the automobile. This has resulted in extreme mobility for most of us, immobility for some, and auto congestion and too little transit in our urban cores.

- trunk transportation — transit and/or highways through major corridors of our region;
- local ground transportation throughout the region to provide local access and connection to the regional system;
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Improving Operations

There are numerous operational improvements encouraged by MTC policy actions, though not shown on the Plan, which will make what we have work better. These are incorporated into the improvement programs of the various transportation operating agencies in the region. Such things as exclusive bus-lanes on streets and highways, freeway ramp metering, coordination of transit scheduling and fares, better dissemination of transit information, and carpooling, are but a few of the proposals under development or active consideration.

Getting The Job Done

The Metropolitan Transportation Commission is the area-wide planning agency with the responsibility to provide leadership for the transit and highway agencies to implement the Regional Transportation Plan.

Three ingredients are necessary to get this job done.

- One is continued planning and the review of specific projects to insure each is in agreement with the RTP.
- The second is continuing cooperation among the citizens, jurisdictions, and agencies in the region.
- The last and most urgent is finding the money to implement the Plan.

In addition to providing MTC with the authority to review major transportation projects in the region, the Legislature empowered it to review the applications of the region's transit operators, counties, and other eligible applicants for a share of the funds provided by the Transportation Development Act (TDA).

This is to insure that resources are allocated to meet needs and Plan priorities determined on a regional basis. In 1974, the region's TDA funds amounted to nearly \$40 million, bringing the three year total to over \$100 million.

Although the Commission can veto projects or reject TDA claims, in practice, it is cooperation and sound planning that results in cooperative efforts to get the job done.

When a project or program is proposed for implementation, it is examined for conformance with MTC policies and objectives. This process includes extensive citizen participation to provide an opportunity for a special planning partnership with the citizens of the region. The Commission meets with interested groups about their transportation concerns and holds meetings throughout the region to solicit ideas on projects and programs. Citizens are encouraged to attend MTC meetings and to express themselves on transportation matters.

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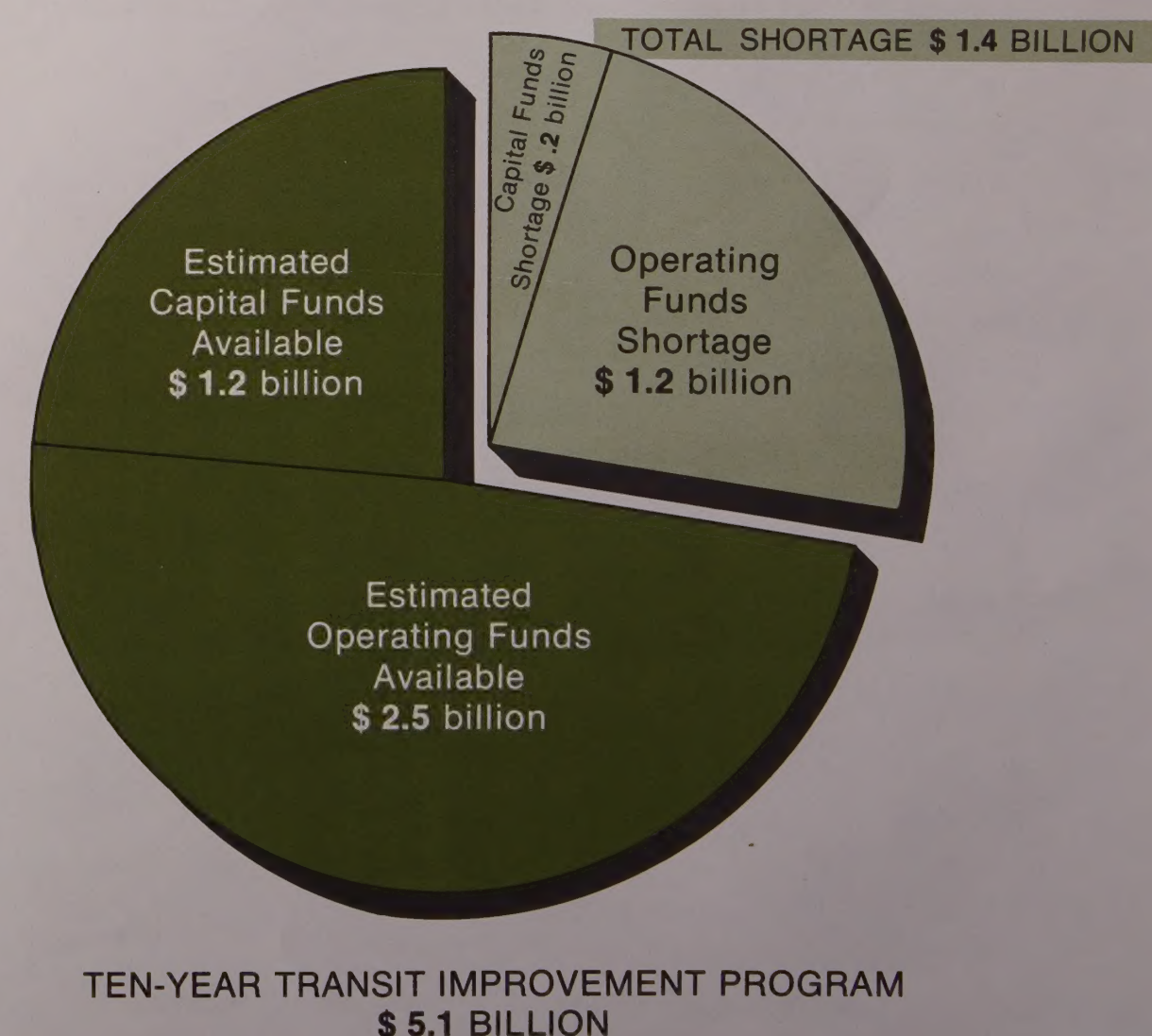
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Unless new sources of revenue are developed, there will be little money for new highways, transit extensions, or buses. All of the funds currently available for transportation will be needed to repair and repave streets, maintain buses and rail equipment, and pay for labor, fuel, and power. The cost squeeze is already preventing the region from buying necessary buses and other equipment and building necessary highways.

The money can only come from a public dedicated to supporting better transportation in the same way it is committed to financing other important public programs such as education, fire and police protection, waste disposal, parks and other community services.

Part of MTC's job is to work with both the Legislature and the public to promote an understanding of the urgency and magnitude of the financial problem.

The financial crisis for public transit is here. It is the Commission's foremost concern. Not only in the Bay Area but across the nation, the cost of operating public transportation is rising faster than the revenues from fares.



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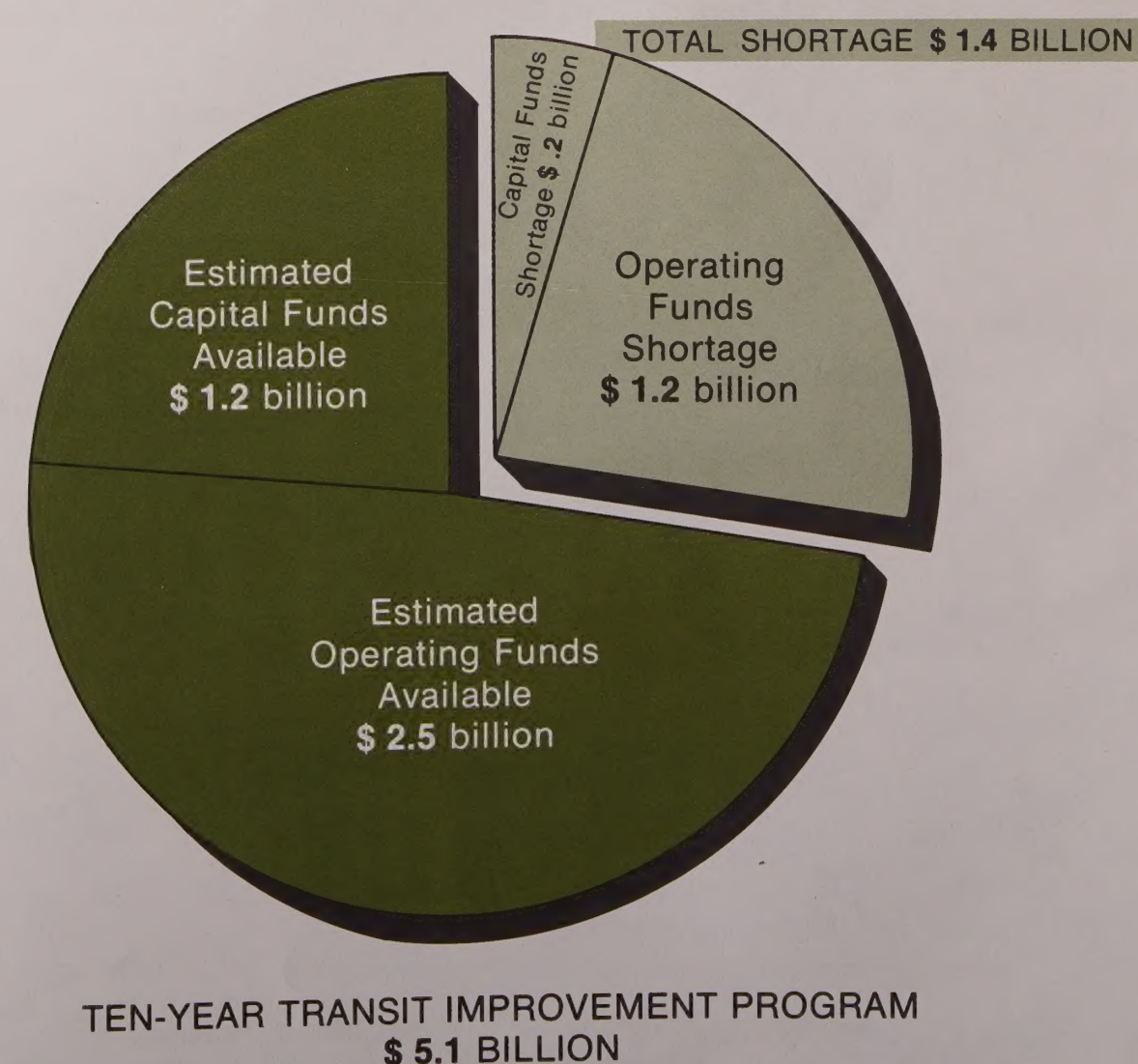
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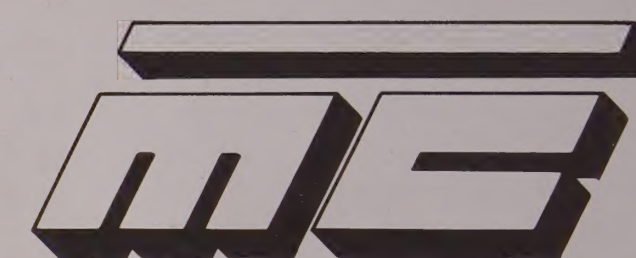
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What's MTC

Better transportation for the Bay Area through effective planning and coordinated development was the goal given the Metropolitan Transportation Commission in 1970.

MTC is a working Commission. Its members initiate transportation study programs, review proposals and grant applications from others, and work on a continuing basis to keep the RTP responsive to the region's needs.

The Commissioners guide and direct the work of MTC's staff through seven subcommittees. They include: the Executive Committee, the Work Program Committee, the Finance Committee, the Grant Review and Allocations Committee, the Public Information and Legislative Affairs Committee, the Personnel Committee and the ABAG/MTC Joint Policy Committee. The full Commission meets at least once a month to act on recommendations of its subcommittees.

Until MTC was created, planning for highways, transit, airports, and seaports was conducted separately. For a brief period in the 1960's, the Bay Area Transportation Study Commission and the Regional Transportation Planning Committee did transportation planning. These efforts helped to show the need for a permanent and coordinated approach to transportation planning for the region. MTC was the Legislature's response to this need.

The Commission believes that the regional interest in transportation extends to those matters that are critical to accomplishing regional transportation objectives. It does not intend to interfere in local, statewide, or national concerns, except as they relate to the region.

The Commission consists of 16 voting members and three non-voting members. Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties are each represented by two commissioners. Marin, Napa, Solano, and Sonoma Counties are each represented by a single commissioner. MTC commissioners are appointed by the cities and boards of supervisors within each county.

The Commission also includes voting members who represent the region's land-use planning organizations, the Association of Bay Area Governments, and the Bay Conservation and Development Commission. The California Department of Transportation (Caltrans) and the federal Department of Transportation (DOT) and Housing and Urban Development (HUD) are represented by non-voting members. The planning activities of the Commission are conducted by a staff headed by an Executive Director.

The Commissioners represent MTC on transit study policy boards, the Transbay Terminal Authority and on committees planning for airport and seaport development and regional land use. Other committees advise the Commission on a variety of matters affecting transportation development in the Bay Area. These include the Transit Association, the Traffic Coordinating Council, and the Minority Citizens Advisory Committee.

PROPOSED IMPROVEMENTS TO THE EXISTING REGIONAL HIGHWAY SYSTEM

EXISTING SYSTEMS

- Trunk Line Highways
- Support System Highways

IMPROVEMENTS

- New Highways
- Capacity Additions
- Operational Changes
- MS-1 See Section III, RTP, for description of individual highway proposals

ABAG REGIONAL PLAN 1970 - 1990

- | DEVELOPED SPACE | OPEN SPACE |
|-----------------------------------|------------------------|
| Predominantly Residential | Controlled Development |
| Predominantly Basic Employment | Permanent |
| Community Centers | |
| Airports, Military & Institutions | |

PROPOSED IMPROVEMENTS TO THE EXISTING REGIONAL TRANSIT SYSTEM

EXISTING SYSTEMS

- Trunk Rail Transit
- Trunk Bus & Ferry

IMPROVEMENTS

- Trunk Rail Transit Extensions
- Rail Commute
- Trunk Bus
- Terminal
- Local Transit Service Improvement
- Local Transit Area Expansion
- Recreation Access
- Interregional Trunk Transit Extension
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The initial Regional Transportation Plan was adopted on June 27, 1973, by the Metropolitan Transportation Commission. The first amendments were approved on August 28, 1974.

The preparation of this document was financed in part through a grant from the U. S. Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964, as amended; and through grants from the Federal Highway administration and the California State Department of Transportation.

For additional information about the Metropolitan Transportation Commission and the Regional Transportation Plan, please call the MTC Public Information Office at 415/849-3223, or write:

The Metropolitan Transportation Commission,
Public Information Office,
Hotel Claremont, Berkeley, California 94705

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